

OCTOBER 2019

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL *Falcon*
NEWS

*Celebrating
60
years*



October 1959–October 2019

Falcon



OCTOBER 2019

ON THE COVER

The cover photo is an advertisement for the new 1960 Falcon which was introduced in October, 1960. This month marks a special anniversary—60 years since the introduction of the Ford Falcon in the United States. On October 3, 1959 the Ford Falcon made its public debut. By November sales had taken off and it became known as “King Of The Compacts.” The first-year Falcon Sedans were overall the best selling Falcon models, and exceeded Ford’s most optimistic sales expectations.

The Falcon was a revolutionary vehicle due to its single-unit body construction, compact size, and economy. The new Falcons could handle six passengers and go 30 miles on a gallon of gas. Thirty miles per gallon was a phenomenal figure in 1960.

The base price for a new Falcon was just under \$2,000. The three-speed manual transmission on the column was standard, but the Ford-O-Matic transmission was available as an option for an additional \$180.

You can learn much, much more about the 1960 Falcon rollout starting on page six.

To access online magazine, technical articles, and membership directory, use password FCA1979!.



THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

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PRESIDENT'S MESSAGE



Jim Guthrie, FCA President

"I want to lead an effort to expand and improve the value of membership, to increase new memberships and to improve retention."

I want to thank you all for electing me to serve as your President. This is an honor and a privilege. 2019 marks The Falcon Club's 40th Anniversary and we can boast that many of our founding members are still actively pursuing the aspirations of the Club as established those many years ago. I plan to add to those aspirations, taking nothing away from them, and I look forward to this responsibility with great enthusiasm.

I would like to thank Cliff McKay for his leadership in so many positions on behalf of the Falcon Club of America and for his friendship. That friendship will certainly continue. I want also to welcome our new Vice President, Rick Bowes. I couldn't ask for a stronger more committed right hand.

I plan to continue the tradition and core values that make this organization so special—*Falcons, Family and Fun*. I want to lead an effort to expand and improve the value of membership, to increase new memberships and to improve retention. In the coming weeks and months I hope you will share your ideas with me and the other leaders and help grow this club, especially among the younger generations.

Thanks to Mile Hi Chapter for a fabulous 40th Anniversary National Meet in Winter Park, Colorado, to Northeast Chapter for their 21st Annual Regional this past August, Mason-Dixon Chapter for their September regional, and to the Tennessee Valley Chapter for their upcoming regional in October. There is plenty of opportunity, before the holidays, to enjoy our Falcons and each other's company, AND have a great time.

A special thank you to Jim DiZerega for his service, wisdom, and hard work for the past five years as a Director on the FCA Board. He has been an invaluable member of that body. Welcome to Jordan Mixon who joins the Board.

Finally, if I may join our past Presidents in urging you to support your club in any way you can, to attend FCA events and chapter meetings, and by all means, take a youngster to a car show.

—Jim Guthrie (FCA #12897)
Greenwood, Missouri

MY FIRST (AND SECOND) FALCON



BY MARK JORDAN



The Second: 1964 Falcon Futura Convertible

I wanted to share my story of my love for the Ford Falcon Futura and why I will never buy anything different. I fell in love with the Falcon the first time I saw it and I was going to do what ever it took to get my first one. I remember saving every dollar, and finally three years after my first divorce, I was able to buy a 1964 Ford Falcon Futura hardtop. I found the car on Auto-trader in 1995; it was an online purchase which I do not recommend unless you are going to actually go and drive it and see it. I took the chance and bought it and when it arrived, it was not what I expected at all. The interior was not up to par and the engine compartment had a lot issues. I loved the car and worked on it every week-end. When I took it out on the weekend people would beep their horns and give the thumbs up. Sadly part of my story includes paying out a lot in child support and I had to sell it. To this day I am still sad about it.

"I never gave up on the dream of having another Falcon."

I never gave up on the dream of having another Falcon. As time went by and my children were grown, I decided it was time to look and try and find another 1964 Ford

continued on page 8



The First: 1964 Falcon Futura Hardtop

Falcon

Celebrating 60 years



IT'S TIME FOR YOU TO BE TRANSPORTED BACK TO OCTOBER 1959. THIS ARTICLE IS ADAPTED FROM AN ARTICLE "ROAD TEST FORD FALCON," WHICH WAS ORIGINALLY PRINTED IN ROAD AND TRACK'S NOVEMBER 1959 ISSUE.

THE ARTICLE TAKES YOU ON A DRIVE OF A BRAND NEW CAR AND CONCEPT—THE 1960 FORD FALCON. WE HOPE YOU ENJOY THE RIDE!



For over 25 years the Ford Motor Company has been besieged by the cry, "Bring back the Model A!" As far as we are concerned the new Falcon Six is a reasonably close facsimile, at least in terms of what the Model A might have been if it had continued with year-to-year improvements. Automobile design can never stand still, but the basic concept of the new Falcon is pretty much that of the Model A—good, solid, honest transportation. At this point some of our readers are bound to remark that the Falcon is a six and Henry Ford had no use for this "odd" number. However, one of the earliest Fords was a six (the Model K), and late in 1940 the company introduced another six (a darned good engine) which lasted right up to 1952. They then switched to an ohv short-stroke engine which has

been the most advanced six-cylinder design in the U.S. to date.

Strictly speaking, the Falcon project started in July 1957, but this is only a part of the background story. Since 1945 Ford has done a great deal of small-car engineering work, most of it unknown to the general public. The people responsible for this advanced engineering ultimately came to be known around Ford by the code name "XK-Thunderbird," and it was this design group which engineered Ford's light car of 1945-46, a side-valve six. A later project was a much publicized five-cylinder in-line; obviously, neither got into production. Cars from the XK group that did get into production include the French-built V-8 60 Ford Vedette (now a Simca), the British Consul and Zephyr, the German Ford Taunus, and, no surprise, the

two-passenger Thunderbird. All these were designed, engineered and developed at Dearborn.

Our first look at the XK group's latest effort took place in the experimental garage, located in a building which once produced the famous old Ford-Stout tri-motor monoplanes. The car itself, a four-door Falcon, had been specially prepared for the press and it stood out like Cinderella on skid row among the dull and dirty experimental test cars in the area. Although it had the optional automatic transmission, we took it out for a few laps on the short test track and then posed it for the photographs you see here. Later, the car we had asked for, a stick-shift model, supplied the test data.

Engineers, if left to their own devices, would never finalize on specifications. Of dozens of Falcons



Road and Track's publisher John Bond emphasizes the low build of Fo-Mo-Co's new Falcon.

we saw in the garage, only one was the exact model scheduled for production. If this seems strange, bear in mind that secrecy is very important in the automotive industry (several cars had Zephyr bodies). Furthermore, engineering evaluation must be on a comparative basis—i.e., change one thing at a time and try it out. Our actual test car, for example, did not have the front suspension of the automatic-equipped press car we tried earlier. Frankly, we couldn't tell the difference.

Driving impressions of the Falcon are not difficult to describe, but do not sound glamorous. In simplest terms, everything has been extremely well planned, and there's absolutely nothing basic to criticize. The seating position is excellent, the visibility good, the controls smooth and light. The car feels like and is a

very brisk performer; it will readily out-accelerate the standard 1959 Ford Six, by almost two seconds to 60 mph to be specific. As is our usual practice, we made our stop watch and Tapley checks on the stick-shift model, plus a few spot checks on the automatic transmission car. As expected, the stick-shift gives better times from a standstill, but the torque converter gives slightly better high-gear Tapley readings and better acceleration in the 50 to 65 mph range. There was no opportunity to test for top speed or for fuel consumption. Accordingly, the figures given in our data panel for these tests are those supplied by the manufacturer. We believe them to be quite accurate, even conservative. The time for a standing quarter mile is our estimate—no quarter mile was laid out anywhere on the test track,

and the company wasn't about to let us take the car off the grounds.

To our minds the Falcon has two outstanding features. The first is the engine. It is smooth, quiet and has extraordinarily good torque. Considering its low numerical axle ration (3.10:1), the low-speed pulling power and acceleration through the gears are even more unusual. What's more, the engine will rev surprisingly well.

An indicated speed of 65 mph in second gear, still not the limit, is an actual 62 mph at 5050 rpm. Undoubtedly the engine will go beyond that, but we didn't try it. At any rate, the well rounded engine performance characteristics and typical Ford shift linkage (good) are responsible for the excellent acceleration figures given in the data panel.

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MY FIRST (AND SECOND) FALCON

continued from page 5

Falcon Futura. Every day I searched, then got very depressed because I was looking for that one car and not finding what I really wanted. I gave up for about three months and one day I was searching the classic car websites and did not see anything. Frustrated I thought, “Why can I not find what I am looking for and will I ever find that car?” But I still looked. The next day after that depressing night and on the very last page (I believe it was on page 23) and the last car at the end of the page was a beautiful 1964 Ford Falcon Futura convertible. I was shocked to find it and I emailed the owner as fast as I could. The owner informed me it had been only posted for about eight hours and he’d already had people contacting him on the ad. He was very hesitant about selling the car, but had decided with all the other cars he had, he wanted the car to go to a person who would take care of and love it as much as he did. I was a little hesitant because other cars I’d looked at never looked like the pictures in their ads. It was always so disappointing after making a trip to see the cars and then they didn’t meet my expectations.

I asked this seller if the car looked “as good in person as it does in the ad.” He replied, “If you drive the 387 miles to see this car you will buy it. I guarantee it.” I decided to take the long trip and I prayed that I was not wasting my time. I finally arrived and met the owner Jerry and found that he and his wife were both retired. They were the nicest people I had met in a long time. When I arrived at his estate he invited me in his house, even asked me if I would like something to eat after the long drive. He showed me his huge car collection before we went to his warehouse where the Falcon was



among some other beautiful classic cars. The minute I saw it I knew this car was exactly what I had been looking for. He could see the huge smile on my face. I took the car for a test drive and I was so happy with the power and handling, I knew I was not leaving without buying this car.

To end the story I bought the car and I have been super happy with my purchase. I love my Falcon and go to as many classic car shows as I can every weekend and I have seven trophies so far and I’m still counting.

An interesting side note about all this is the friendship that developed between the gentleman I bought the car from and me. We still keep in touch by text and email about all the car shows we both go to. Then we show each other pictures of our trophies we have won. Every day I am so glad I made that 387 mile drive because I now have a new friend AND the Falcon I have always wanted—AGAIN.

—Mark Jordan (FCA #16826)
Plano, Texas

IN THE NEWS

REMARKABLE RANCHERO

Ford's 1965 Ranchero Deluxe:
A buckets-and-bed Mustang that
could haul its own hay

Congratulations to Anne Lumia of Mesa, Arizona for having the story of her 1965 Ranchero published in the July 2019 issue of *Hemmings Classic Car* magazine. Shown here is the cover.

—Submitted by Wally Tirado (FCA #5178)



WHAT HAPPENED IN OCTOBER 1959?

- U.S. President Dwight D. Eisenhower's plane served as the last propeller-driven Air Force One.
- *The Untouchables* and Rod Serling's *Twilight Zone* made their TV premieres.
- USSR Luna 3 sent back the first photos of the Moon's far side.
- A single game World Series attendance record 92,706 was set at the LA Coliseum.
- Doris Day and Rock Hudson's first movie *Pillow Talk* was released.
- Bobby Darin's *Mack The Knife* was number one on the music charts.
- IBM 1401, the first business computer, was introduced.
- Pan Am began regular flights around the world.
- Florence Henderson joined the *Today Show*.
- Born: American Idol's Simon Cowell, American singer Marie Osmond, and Chef Emeril Lagasse.
- Died: Errol Flynn, 50, Australian-born "swashbuckler" actor.
- Average cost of new house: \$12,400
- Average yearly wages: \$5,010
- Cost of a gallon of gas: 25 cents
- Average cost of a new car: \$2,200
- General Motors introduced its Chevrolet Corvair. Chrysler unveiled its Plymouth Valiant.
- **And of course...Ford premiered its awesome and amazing new car... the Ford Falcon.**



Celebrating
60
years

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ROAD TEST 1960 FALCON

The second outstanding feature of the Falcon is in the ride and handling departments. It isn't hard to get good handling in a compact car, but it is extremely difficult to combine handling with a good ride. The Falcon has both to a superlative degree, though we would rate the ride a little the better of the two, primarily because the steering is slower than need be. Nevertheless the steering feels right, and the car is much easier to maneuver and control than the large Fords with which so many Americans are familiar. There is understeer, of course, and a fast bend takes a little pressure on the wheel to hold it—but it's nothing like one of our larger cars. It's definitely a step in the right direction, even if it isn't a sports car.

Reverting to the technical aspects of the Falcon, perhaps the most interesting story is that of its curb weight. From the very beginning the car was conceived as a full six-passenger

model and for performance and economy reasons, the weight goal was set at 2400 pounds. The final production curb weight with no accessories is 2382 pounds, and anyone who has ever worked on this end of the business, in either the automotive or aircraft industry, will realize what a feat of engineering this unusually close adherence to the original weight specifications represents.

Naturally, the unit body/frame construction is partly responsible for meeting the weight goals. However, the engine weight is even more interesting. Ford's big six weighs 525 pounds complete with flywheel, but without clutch. Engine weight does not go down directly with reduction in piston displacement; therefore the Falcon's corresponding weight of 345.5 pounds is truly remarkable particularly since the pistons are the only major parts made of aluminum. This low weight was possible in the

"all-iron" engine because of some very careful design and some new approaches to foundry practices. Three illustrations should suffice: weight was saved by splitting the crankcase at the main bearing centerline, by eliminating the usual ohv side cover plate and by casting the intake manifold integral with (but external to) the head. Of course, the ultra-short stroke (2.50 inches) saves weight too; connecting rods for example, are only 4.855 inches long, center to center. On the other hand the four-main-bearing crankshaft is not light; it has .248-inch mains and 2.123-inch crankpins. Valve timing, incidentally, is a conservative 15-37-45-7 sequence.

The clutch is non-centrifugal and has an 8.5-inch diameter. The three-speed transmission is conventional and smaller than the standard Ford's. The optional automatic transmission has some parts from the larger Fords, but the three-element torque

ROAD & TRACK ROAD TEST 225



converter is smaller. It has a low-gear ration of 1.75 and a converter multiplication of 2.40. No rear-axle ratio options are listed. The axle is a special hypoid unit of high-offset type (1.75 inches) with a 6.75-inch-diameter ring gear.

Front suspension is the now conventional ball type with 35 percent anti-dive and the roll center raised 2.5 inches above the ground. However, the coil spring is located above the upper wishbone. Ride rate is 80 lb./inch in front, with 90 lb./inch at the rear via conventional leaf springs. An anti-roll bar is fitted in front.

The car will be offered in either a two-door or a four-door sedan. Hip room front and rear, for both, is 57.1 inches. Effective leg room is 44.6 inch front and 40.1 inch rear, and the trunk volume is 24.5 cubic feet.

In summation the Falcon is a car which will not only delight the millions of Ford proponents but will give them sensible, economical motoring. As Henry Ford II said recently, "The economic impact and the interest value of such a development (the Falcon and competitive entries of other manufacturers) could well be comparable in significance to the appearance of the Model T and Model A on the American scene."

FORD FALCON

SPECIFICATIONS

List price.....	n.a.
Curb weight.....	2375
Test weight.....	2700
distribution, %.....	52/48
Dimensions, length.....	181.1
width.....	70.0
height.....	54.5
Wheelbase.....	109.5
Tread, f and r.....	55/54.5
Tire size.....	6.00-13
Brake lining area.....	114
Steering, turns.....	4.6
turning circle, ft.....	37.7
Engine type.....	6 cyl, ohv
Bore & stroke.....	3.50 x 2.50
Displacement, cu in.....	144.3
cc.....	2366
Compression ratio.....	8.70
Bhp @ rpm.....	85 @ 4000
equivalent mph.....	86
Torque, lb-ft.....	138 @ 2000
equivalent mph.....	43

PERFORMANCE

Top speed (mfg), mph.....	.87
best timed run.....	n.a.
3rd ().....	
2nd (5050).....	.62
1st (5050).....	.33

FUEL CONSUMPTION

Normal range, mpg.....	25/30
------------------------	-------

ACCELERATION

0-30 mph, sec.....	4.8
0-40 mph.....	8.3
0-50 mph.....	12.8
0-60 mph.....	17.7
0-70 mph.....	25.5
0-80 mph.....	36.5
0-90 mph.....	
0-100 mph.....	
Standing ¼ mile (est).....	20.8
speed at end, mph.....	.64

GEAR RATIOS

0/d (n.a.), overall.....	
4th (n.a.).....	
3rd (1.00).....	3.10
2nd (1.75).....	5.43
1st (3.29).....	10.2

TAPLEY DATA

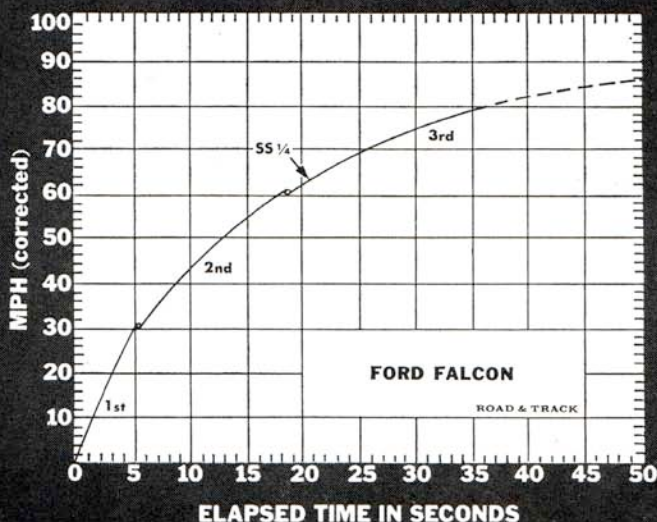
4th, lb/ton @ mph.....	@
3rd.....	200 @ 40
2nd.....	350 @ 35
1st.....	530 @ 22
Total drag at 60 mph, lb.....	135

CALCULATED DATA

Lb/hp (test wt).....	31.8
Cu ft/ton mile.....	86.0
Mph/1000 rpm (3rd).....	21.6
Engine revs/mile.....	2780
Piston travel, ft/mile.....	1155
Rpm @ 2500 ft/min.....	6000
equivalent mph.....	129
R&T wear index.....	32.2

SPEEDOMETER ERROR

30 mph.....	actual 29.1
40 mph.....	38.8
50 mph.....	48.5
60 mph.....	58.2
70 mph.....	67.9
80 mph.....	77.6
90 mph.....	
100 mph.....	





BY WALLY TIRADO

BY THE NUMBERS: 1960, 1961 & 1962 FALCON PRODUCTION NUMBERS

I have become quite fascinated with Falcon production numbers. It all started while reviewing the production statistics of the Falcons on the FCA website. Some production numbers were actually inaccurate, others were not provided all.

The following charts provide production numbers for the 1960 through 1962 Falcons. These numbers were last published in the August 1980 issue of *The National Falcon News*. Rancheros and Sedan Deliveries for these years were previously published in March 2019 issue of this magazine.



1960 Assembly Line



BY THE NUMBERS

1960 FALCON PRODUCTION

Year	Body	Model	Production		
1960	58A	4-Door Sedan	Standard	Bench	45,164
1960	58B	4-Door Sedan	Deluxe	Bench	122,732
1960	59A	2-Door Wagon	Standard	Bench	14,299
1960	59B	2-Door Wagon	Deluxe	Bench	13,253
1960	64A	2-Door Sedan	Standard	Bench	73,325
1960	64B	2-Door Sedan	Deluxe	Bench	120,149
1960	71A	4-Door Wagon	Standard	Bench	16,272
1960	71B	4-Door Wagon	Deluxe	Bench	30,486
Total Production					435,680

1960 Factory Equipment:

	Units	Percentage
Automatic Transmission	193,878	44.5%
Radio	206,077	47.3%
Heater	384,270	88.2%
White Sidewall (WSW)	163,816	37.6%
Tinted Glass Windshield	238,317	54.7%
Windshield Washers	65,352	15.0%
Electric Wipers	28,319	6.5%

1960



continued on page 16

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FORD'S NIGHT DRIVERS

FORD TIMES, October 1555

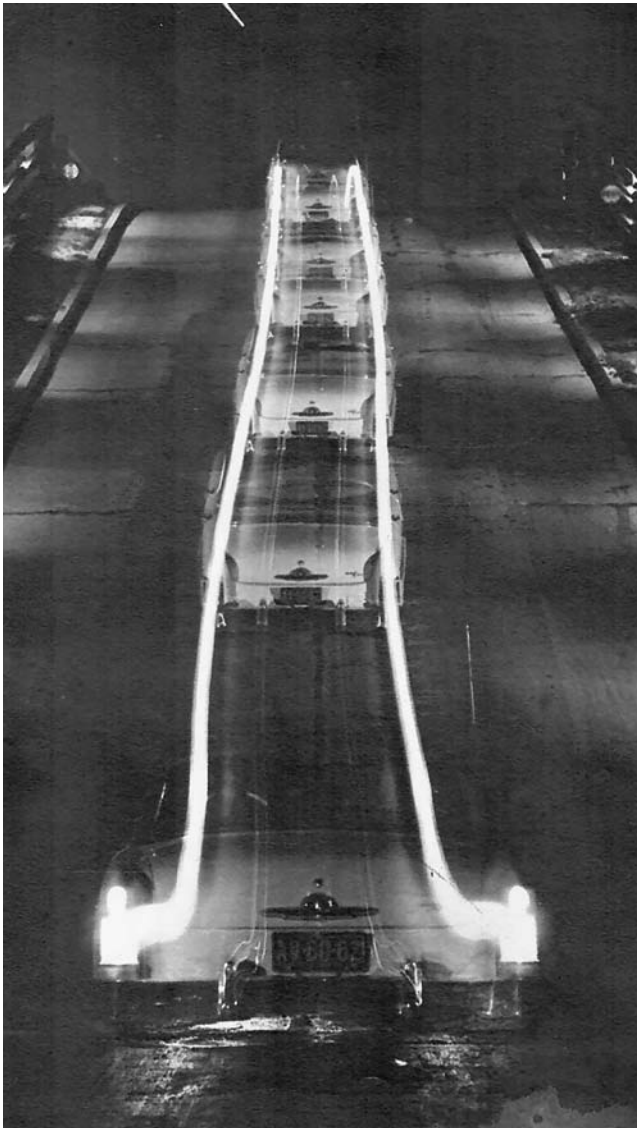


photo by Joseph Farkss

Night test driving is a tricky business full of hazards which are magnified many times by the darkness, early morning fog, and the glare of lights.

But those grueling dusk -to-dawn hours are vital to operations at Ford Motor Company's Dearborn test track because the findings they produce are building safer and better performing cars.

The Dearborn test facility, operated by Ford Engineering Staff's vehicles testing department, is an around-the-clock operation, with two of its three shifts working at night. Durability tests are their milk runs. Around and around they go, piling up mileage over gravel, dirt, brick, cobblestone and Belgian block. Some of the tests require 100,000 miles of driving and take six months to complete.

In inky darkness the night drivers must be prepared to cope with wheel-fight curves, railroad crossings, streetcar track beds, pesky potholes and a wide assortment of other "obstacle course" installations constructed at the test track to duplicate real-life highway hazards.

Night drivers must plow through water and mud paths to check for body leaks. They must pilot their cars over a tortuous body twist road of concrete outcroppings to test for frame rigidity. They must put transmissions through their paces on an artificial hill which provides a 17 percent grade on one slope and a 30 percent grade on the other side.

In addition to the Dearborn test track, Ford Engineering Staff also maintains testing bases at Phoenix, Arizona, and Jennerstown, Pennsylvania, and performs much testing under actual traffic conditions on public roads. A third proving ground of 4,000 acres is now under construction in Macomb County, Michigan. A vast new desert proving ground to supplement existing test facilities will be provided by another 4,000 acres purchased in northwestern Arizona.

CALENDAR OF EVENTS

UPCOMING MEETS

October 4-5, 2019
Smokey Mountain Regional
Townsend, Tennessee

Hosted by Tennessee Valley Chapter

May 1-2, 2020
2020 KCFCA Regional
Shillington, Pennsylvania

Hosted by Keystone Chapter

July 23-25, 2020
FCA 41st National Meet
Dayton, Ohio

Register at falconclub.com

September 11-12, 2020
Mid America Regional
Branson, Missouri

Hosted by Mid America Chapter

If you would like for your event to be included in our magazine's Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to both fca.editor@yahoo.com and admin@falconclub.com.

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BY THE NUMBERS

continued from page 13

1961 FALCON PRODUCTION

Year	Body	Model	Production		
1961	58A	4-Door Sedan	Standard	Bench	55,437
1961	58B	4-Door Sedan	Deluxe	Bench	104,324
1961	59A	2-Door Wagon	Standard	Bench	13,940
1961	59B	2-Door Wagon	Deluxe	Bench	18,105
1961	62C	2-Door Sedan	Futura	Bucket	44,470
1961	64A	2-Door Sedan	Standard	Bench	74,292
1961	64B	2-Door Sedan	Deluxe	Bench	75,740
1961	64C	2-Door Sedan	Economy	Bench	50
1961	71A	4-Door Wagon	Standard	Bench	24,445
1961	71B	4-Door Wagon	Deluxe	Bench	63,488
Total Production					474,291

1961

1961 Factory Equipment:

	Units	Percentage
Automatic Transmission	239,768	49.0%
Radio	228,514	46.7%
Heater	446,752	91.3%
Power Back Window	17,616	3.6%
White Side Wall Tires (WSW)	189,368	38.7%
Windshield Washers	69,973	14.3%
Electric Wipers	43,060	8.8%
Tinted Glass Windshield	29,849	6.1%
Backup Lights	59,697	12.2%
Bucket Seats	44,528	9.1%



1962 FALCON PRODUCTION

Year	Body	Model			Production
1962	58A	4-Door Sedan	Standard	Bench	54,804
1962	58B	4-Door Sedan	Deluxe	Bench	71,237
1962	59A	2-Door Wagon	Standard	Bench	12,232
1962	59B	2-Door Wagon	Deluxe	Bench	7,793
1962	62C	2-Door Sedan	Futura*	Bucket	17,011
1962	64A	2-Door Sedan	Standard	Bench	64,266
1962	64B	2-Door Sedan	Deluxe	Bench	47,825
1962	64C	2-Door Sedan	Futura	Bucket	31,559
1962	71A	4-Door Wagon	Standard	Bench	23,590
1962	71A	4-Door Wagon	Deluxe	Bench	43,229
1962	71B	4-Door Wagon	Squire	Bench	22,583
Total Production					396,129

*Thunderbird Roof

1962 Factory Equipment:	Units	Percentage
Automatic Transmission	213,770	51.6%
Four-Speed Transmission	2,486	0.6%
Radio	206,312	49.8%
Heater	93,568	95.0%
Power Rear Window	12,843	3.1%
Seat Belts	17,814	4.3%
White Sidewall Tires (WSW)	180,213	43.5%
Windshield Washers	67,528	16.3%
Tinted Glass Windshield	65,871	15.9%
Tinted Glass + WS	10,357	2.5%
Backup Lights	79,542	19.2%
Air Conditioning	2,900	0.7%
Wheel Covers	63,385	15.3%
Bucket Seats	53,857	13.0%

By the end of this series of articles, the production figures will be the most accurate to date. Please do not contact me in advance of the publication of the complete series; I am unlikely to have the complete numbers organized prior to publication.

—Wally Tirado (FCA #5178)
Plano, Texas

1962



1962 62C



1962 59B



1962 64B

Sources:

"Standard Catalog of Ford, 4th Edition"
by John Gunnell

"The Production Figure Book for U.S. Cars"
by Jerry Heasley

"Ward's Automotive Catalog" 1961, 1962, 1963

CHAPTERS BY REGION

MOUNTAIN REGION

REGIONAL DIRECTOR

Kent Whisenand Jr.
1400 Holden Ct., Erie, CO 80516
720-480-4910
kw65falcon@gmail.com
Meet quarterly

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur Rd.
Flagstaff, AZ 85014
928-527-1056 • lpfgreg@yahoo.com
Meet second Saturday except June, July,
August; Berge Ford, 460 E. Auto Center Dr.,
Mesa, AZ

MILE-HI CHAPTER

Kent Whisenand
7190 W. 24th Place
Lakewood, CO 80214
720-480-4910
kw65falcon@gmail.com
Meet third Friday monthly, 303-857-9360

NORTH CENTRAL REGION

REGIONAL DIRECTOR

Jack Ellis
17860 168th St.
Basehor, KS 68007
816-806-1806

BEEF STATE CHAPTER

Rodney Gerdes
807 Elmhurst Dr.
Papillion, NE 68046
402-306-2507
grdd@hotmail.com
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER ST. LOUIS, MISSOURI

Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
rfalbert@msn.com
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
falcontom@hotmail.com
Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Gordon Leslie
18810 Dale Ave.
Allen Park, MI 48101
734-225-1067
gogofalcon64@att.net
Meet first Sunday bi-monthly, Southgate
Holiday Inn, 17201 Northline Road,
Southgate, MI 48195

MID AMERICA CHAPTER KANSAS CITY

Jim Boyer
816-806-5102
jlbmacc357@gmail.com
Meet first Friday monthly, 816-288-7649

RAPTOR CHAPTER

Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948
falcon1965@gmail.com
Meeting TBA

WHEAT STATE CHAPTER WICHITA, KANSAS

Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495; slifkocj@hotmail.com
Meet second Saturday, even months

NORTH EASTERN REGION

REGIONAL DIRECTOR

John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

ERIE CANAL CHAPTER, AURORA, NEW YORK

Mike Barren
1310 E Blood Rd., Cowlesville, NY 14037
585-652-5985;
Meetings TBA

HOOSIER CHAPTER GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580 • dpbranco@aol.com
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr.,
Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054
215-234-8833
j.wied@hotmail.com
Meetings TBA

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St., Coventry, RI 02816
401-823-1059
falconsprint@aol.com
Meet third Saturday monthly; check website
for location and time.

OHIO VALLEY CHAPTER TRENTON, OHIO

John Howard
3955 Tolbert Rd.
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

CHAPTERS BY REGION

PACIFIC REGION

REGIONAL DIRECTOR

Mike Grant
9917 NE 156th Ave.
Vancouver, WA 98682
360-241-6995

CENTRAL CALIFORNIA FALCONS CHAPTER BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM,
Mar-Nov, Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
624 Rocky Road
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com
for meeting info.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan-Nov. Go to rainierfalcons.com for more
information.

RIVER CITY FALCONS CHAPTER SACRAMENTO, CALIFORNIA

John Roman
910 Cottonwood Street
Woodland, CA 95695
530-383-4734
Meet second Saturday monthly, 12 PM
Round Table Pizza, 1566 Howe Ave.,
Sacramento

SONOMA COUNTY FALCONS FOR FUN CHAPTER

SANTA ROSA, CALIFORNIA
Paula Johnson
2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
Meet first Thursday monthly; 7 PM; Round
Table Pizza, 2065 Occidental Rd., Santa Rosa,
CA 95401

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday of even numbered
months, Hill Street Cafe, 3301 N. Glenoaks
Blvd., Burbank, CA 91504

SOUTH CENTRAL REGION

REGIONAL DIRECTOR

Mike Sigler
14475 S Big Hill Rd.
Gulfport, MS
228-596-9160
mikesiglerfalcon@gmail.com

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769
225-445-4488
cary_loupe@thenewtrongroup.com

FOUNDERS CHAPTER CABOT, ARKANSAS

Sandy Weir
131 Ballard Road, Cabot, AR 72023
501-628-2898
sandy.weir@gmail.com
Meet second Saturday monthly;
501-605-1370

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160
mikesiglerfalcon@gmail.com
Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road
Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

SOUTHERN COAST FALCONS PENSACOLA, FLORIDA

Larry Blum
7801 Nokomis Rd., McDavid, FL 32568
850-207-0183
lwblumjr@juno.com
Meetings TBA

continued on page 23

**If you are interested in starting or re-starting a chapter, contact
fcamary@baldwinpines.com or the Regional Director for your area.
They will help you start your own Falcon family.**

FALCON CLUB OF AMERICA 2019 BUSINESS MEETING

SUBMITTED BY MISTY SIGLER

The 40th annual Falcon Club of America (FCA) National Business Meeting was held at 2:00 PM July 13th, 2019, in the West Portal Room at Winter Park Resort in Winter Park, Colorado.

WELCOME

Falcon Club of America President Cliff McKay welcomed all to the meeting and thanked the Mile Hi Chapter for hosting this annual meeting. The members gave the Mile Hi Chapter a round of applause.

INTRODUCTION OF OFFICERS, CHAPTER ROLL CALL AND RECOGNITION OF MEMBERS

Introduction of Officers

President McKay introduced FCA Board members and officers in attendance. Denise Sword, Bruce Wolfe, Wally Tirado and Steve Dippert were unable to attend.

Chapter Roll Call

President McKay asked Mary Wagner, the Chapter Coordinator, to have the Regional Directors call the roll of their chapters with members in attendance.

- North Eastern Regional Director, John Howard, introduced the following chapters that had members in attendance: Keystone, Northeast and Ohio Valley Northeast Regional August 16th and 17th, 2019 They will host the Falcon National Meet in 2020.
- South Eastern Regional Director, Dave Wagner, introduced the following chapters that had members in attendance: Carolinas Falcon, Mason Dixon, Tennessee Valley Falcons and Virginia Falcons. Mason Dixon Regional September 6th and 7th, 2019 Tennessee Valley Regional October 4th and 5th, 2019
- North Central Regional Director, Jack Ellis, introduced the following chapters that had members in attendance: Gateway, Lake Michigan, Metro Detroit, Mid-America, Beef State, Raptor and Wheat State. Mid America Regional September 11th and 12th, 2020
- South Central Regional Director, Mike Sigler, introduced the following chapters that had members in attendance: Bon Temps, Founders, Gulf States and Music City Bon Temps Regional March 2020

- South Western Regional Director, Todd Gaudin, introduced the following chapters that had members in attendance: Capital City, Heart of Texas, and Third Coast.
- Mountain Regional Director, Kent Whisenand, Jr., introduced the following chapter that had members in attendance: Mile-Hi.
- Pacific Regional Director, Mike Grant, introduced the following chapters that had members in attendance: Columbia River, Golden Gate, Inland Northwest Chapter, River City, and Sonoma County Falcons Columbia River Regional August 17th, 2019.

President McKay thanked the Regional Directors for the work they do for the FCA.

President McKay recognized approximately ten FCA members that were attending their first FCA National Meeting.

President McKay asked for a moment of silence for FCA members and members of the Armed Services that we have lost this past year.

APPROVAL OF MINUTES

President McKay called the meeting to order and asked for a motion to accept the minutes of the 2018 FCA Business Meeting.

On motion of Bill Poole seconded by Kent Whisenand, Jr., the minutes of the 2018 FCA National Business Meeting were approved as printed in *The National Falcon News*. The motion passed unanimously.

REPORTS

Treasurer's Report

At the request of President McKay, FCA Treasurer Jerry Nordboe gave the following banking summary for the period 7/2018 through 6/2019: Ending balance \$85,379.68 (Note: a detailed Treasurer's Report is included at the end of these minutes on page 22)

Audit Committee Report

At the request of President McKay, Barry Fischer reported for the Audit Committee. He noted that he worked with Steve Hammond and Colleen Ellis on this year's audit. He said they reviewed the club's income and

FALCON CLUB OF AMERICA 2019 BUSINESS MEETING

continued from page 20

expense reports, individual transaction reports and spot-checked some invoices. They found no problems and took no exceptions to the records.

President McKay thanked the Audit Committee for their work.

Club Store Report

At the request of President McKay, Bonnie Stringer gave the following club store summary for the period 6/30/2018 through 6/24/2019: Ending balance \$951.57 and it was a club record sales year!

(Note: a detailed Club Store Report is included at the end of these minutes on page 22)

On motion of Kent Whisenand, Jr., seconded by Phil Warren, the Treasurer, Audit Committee and Club Store reports were accepted as presented. The motion passed unanimously.

Magazine Editor's Report

At the request of President McKay, FCA Magazine Editor Janet Wilkerson gave the following report:

She thanked everyone for submitting items to be published. She also stated that the magazine is now online on our website. It is password protected for members only. She requested submissions on chapter or personal Falcon activities that she can publish also.

OLD BUSINESS

None

NEW BUSINESS

Bylaws Change—We'll only be voting on one section and would like recommendations from the membership on the others. Specifically 3.5.3 and Article 8.

Mary Wagner made a motion that we change 5.6 from Chapter Coordinator to Membership Secretary. Bill Poole seconded; the motion passed.

Ron Brown made a motion to accept the housekeeping only changes to the bylaws as published in the magazine. Jack Ellis seconded the motion and the motion passed unanimously.

Election of Officers and Board Member(s)

President McKay advised that the offices of President, Vice President and one position on the FCA Board of

Directors were up for election at this time and asked for nominations for a five (5) year term on the Board of Directors. Jim di Zerega was thanked for his 5 years of service on the FCA Board.

Jim Hatcher nominated Jordan Mixon. The membership was asked three times for additional nominations. None were given. President McKay closed the nominations for the FCA Board of Directors. Jordan Mixon was elected by acclamation and his term will begin September 1, 2019.

President McKay asked for nominations for FCA President.

Jack Ellis nominated Jim Guthrie. The membership was asked three times for additional nominations. None were given. President McKay closed the nominations for President.

Jim Guthrie was elected President of the FCA for 2019-2020 by acclamation.

Jim Guthrie asked for nominations for FCA Vice President.

Steve Springer nominated Rick Bowes for FCA Vice President. The membership was asked three times for additional nominations. None were given. Jim Guthrie closed the nominations for Vice-President. Rick Bowes was elected Vice-president of the FCA for 2019-2020 by acclamation.

Volunteer Officers Affirmation

Steve Dippert agreed to remain as FCA Recording Secretary and Jerry Nordboe agreed to remain as FCA Treasurer for one more year.

2020 National Meeting

John Howard updated the members on the 2020 FCA National Meeting to be held in Dayton, Ohio in July 2020. More details will follow at the banquet.

Adjournment

There being no further business, it was on motion of Mitchell McKay, seconded by Jim Clements, that the 2019 FCA Annual Business Meeting be adjourned at 4:10 PM. The motion passed unanimously.

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FALCON CLUB OF AMERICA 2019 BUSINESS MEETING

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Treasurer's Report:

FCA Profit/Loss Summary 07/01/2018 Through 06/30/2019

INCOME

Bank Adjustment	\$ 35.00
Deposit	4,752.62
Advertisement Income/ Extra Issues	4,502.50
Membership Dues	71,496.42
Other — Domain Fees	106.00
Other — Pre-encoded Deposit	9.00
TOTAL INCOME	\$ 80,901.54

EXPENSES

Advertising and Promotion	\$ 66,388.48
Bank Service Charges	382.84
Computer and Internet Expenses	1,055.59
FCA Nationals	1,627.12
Insurance Expense	3,652.00
Membership Expense	6,791.87
Miscellaneous Expense	125.00
Office Supplies	700.72
Postage and Delivery	3,216.24
Professional Fees	24,637.31
Reconciliation Discrepancies	654.84
Refund	65.00
Returned Check	60.00
Sales Tax	243.72
TOTAL EXPENSES	\$ 109,600.73

NET INCOME **\$ -28,699.19**

Club Store Report:

Club Store Report Cash Flow

6/30/2018 through 6/24/2019

INFLOWS

Sales	\$ 6,284.00
Refund	-
Other Sales	-
TOTAL Sales	6,284.00
TOTAL INFLOWS	<u><u>\$6,284.00</u></u>

OUTFLOWS

Cash	-
Convention Pins 2019	\$ 625.00
Credit Card Expense	111.21
Postage 7/18 - 6/19	14.95
Postage to Nationals 2019	24.54
Quickbooks Program	202.23
Stipend	200.00
Stock	3,868.07
Travel Expense	534.76
TOTAL OUTFLOWS	<u><u>\$5,580.76</u></u>

CHAPTERS BY REGION

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SOUTH EASTERN REGION

REGIONAL DIRECTOR

Dave Wagner
7111 Wolftever Landing Dr.
Harrison, TN
423-243-3525
65Sprint@baldwinpines.com

CAROLINAS CHAPTER NORTH CAROLINA

James Baxter
3591 Ritchie Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com
Meet monthly. Call 704-736-1920
for dates and locations.

MASON DIXON CHAPTER CAMDEN, DELAWARE

Patrick Varricchio
4 Kilkea Ct.
Nottingham, MD 21236
410-256-2834
steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475
twosprints@gmail.com
Meet first Sunday bi-monthly;
call for details.

SUNCOAST CHAPTER, FLORIDA

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780
321-383-1955
crbeason@cfl.rr.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire
Cloverdale, VA 24077
540-793-4442
vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Paul Randolph
7709 Standifer Gap Rd.
Chattanooga, TN 37421
423-892-9791; 423-364-1133
pn_randolph@epbfi.com
Meet monthly April-November;
call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com
804-561-0495
Meet second Sunday of March, June,
September, December. See website for
locations.

SOUTH WESTERN REGION

REGIONAL DIRECTOR

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
todddgaudin@yahoo.com

ALAMO CHAPTER SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Meet second Sunday monthly at the
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER AUSTIN, TEXAS

Kevin Bice
702 Barton Blvd., Austin, Texas 78704
hub@capitalcityfalcons.com
512-879-1653
Meet third Saturday monthly; time
and location vary. Contact
garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy
307 W. Locust
Whitewright, TX 75491
940-300-3788
ryan_murphy_1981@yahoo.com
Meet second Saturdays,
even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
todddgaudin@yahoo.com
Meet third Saturday of even months.

1963 Futura convertible. Dependable ride; needs nothing! 170 three-speed. Stock. New interior and top. Painted from bare metal. New Clutch. Three-core radiator, larger sway bar, alternator, more. Email for pictures; it was in the April 2016 National Magazine and two movies. PRICE REDUCED. \$17,000 OBO. Contact Mark at 508-280-8046 or wecamp1@comcast.net. MA. 190921



1963 Falcon Futura convertible. 302 fuel injected engine. Automatic overdrive transmission with rebuilt heavy duty Kevlar clutch; eight inch positraction rear; 14" Cragar wheels with new tires, white top in perfect condition. All new fuel tank, pump and lines, rear springs, air shocks and bushings, extra new white top, plus many new items too numerous to mention. Beautiful metallic maroon paint. Nice interior. \$25,000. Contact number 772-349-8898. FL. 191099



1964 Falcon

Ranchero. White with red inset trim and interior, no rust, California car; it has 200 inline six, automatic transmission, remote drivers, side mirror, padded dash, factory trailer hitch, original spare tire, new brakes, shocks, exhaust, 30 MPG, mileage 65,000. \$6,500 OBO no trades, Ned Kope, 517-960-6079 Litchfield, MI 190922



1964 Ford Falcon Ranchero. 302 C6, not installed. V8 suspension from Granada, not Installed. Clear Texas title. Reduced to \$2,767.60. Kevin Hicks, 830-708-9293 or Georgia.hicks@sbcglobal.net. Can send more pictures upon request. Devine, TX. 190915



1965 Sprint, \$1,000.
1964 Sprint convertible with salvage title, \$750.
JL Branson
4097 Hwy T
Marthasville, MO;
ph 636-228-4501;
cell 636-357-8522;
jlwbranson@mail.win.org. 191099

1965 Futura convertible, 200/C4, older restoration, but runs and rides Great, looks good: Rangoon Red paint, w/OEM black interior, lots of recent mechanical work and great cruiser, \$12,995.
1964 Futura convertible, 200/C4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995.
1964 Comet 202 four-door wagon project, 170/three-speed, neat options including interior light group, remote control driver's mirror, plus "M" gas cap. \$3495.
1963 Falcon four-door Deluxe, project, 170 three- speed, OEM

A/C, runs good but has been sitting, floor rust, complete, \$1,995.
1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door sedan, flathead V8, overdrive, rewired, lots of recent work, runs and drives good, needs paint/body work, some mechanical attention needed, \$6,995 OBO. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net, 970-593-1964, or visit us on the web at kelloggsgarage.com. 190921

1963 Falcon Sprint convertible. Originally Rangoon Red w/red interior, 260, four-speed, rust-free Nevada car. I have a correct set of convertible buckets included w/sale and may have the correct convertible center console; if I do it's yours. Rear fender flares were added with very wide tires on a Ford nine-inch, and it was painted yellow. The original eight-inch is long gone. I had it running approx 15 years ago when it arrived from Nevada. It has been covered in dry

storage since. Needs full restoration but bones are good. One of 4,602 Sprint convertibles, not sure how many were red with a four-speed, but can't be many left. I don't need to sell but I'm realizing I won't get to some of the projects I've been collecting over the years, so it's time for someone else to get this car back cruising again and enjoy it. Clear title. Asking \$9,995 w/one NOS Ford quarter panel; \$8,995 w/o. Arlington, MN. Contact Terry at support@FrostHeater.com. 190919

1966 Falcon Futura Sports Coupe. Original 289 V8, matching engine numbers car, new paint and gas tank. Aluminum radiator, F4B aluminum Edelbrock four-barrel dual plane intake, MSD distributor, new 600 cfm Summit four-bbl. Carburetor with electric choke, five-speed manual, disc brake conversion on front and all new drum brakes on rear. New American Racing mag wheels, new tires. Numerous other parts, grilles for AC outlet in dash. Fresh overhauled engine with 5,000 miles. Spare car body. Asking price \$13,500. Billy Breeland, Racefan15j@yahoo.com or 601-736-7199. MS. 190919

Classified ads continue on page 26

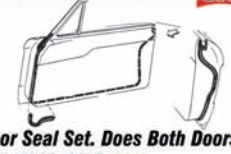
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---	---	--	--

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PARTS FOR SALE

continued from page 25

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Thx for driving a Falcon! Steve, 360-430-0143. WA. 191019

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962-63 NOS Falcon cowl top, \$199. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2; \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A for hardtop/sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1964-65 Falcon Sprint 14" Spoke spinner wheel covers, \$500. 1963/1964/1965 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$139. 1963-65 Falcon/Comet six-cylinder valve cover, black or red powder coated, \$125. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat with a 1965 Falcon Ranchero monster truck on it, 20"x17," \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. Ford 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford 2x4 setup, intake, carbs, linkage, air cleaner, filter,

\$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, More NOS, used and Scott Drake reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190907

NOS 1962 Falcon tail light brackets, C2DZ-9725-A, both sides, \$250 firm. C4DZ-9275-A fuel gauge for inside gas tack and NOS, fits Sedan Delivery, station wagon, models 1964-66, V8 only, \$85. All part prices plus shipping. John Simone, 413-336-5307. Easthampton, MA 01027. 190999

1960-63 dog dish hubcaps, 13" wheels, \$40; 1963 dog dish hub caps, 14" wheels, \$80; 1963-65 260-289 distributors, \$25; 1963-65 V8 air cleaner, \$40. 1965 289 heads, \$70; 1965-66 V8 three-speed trans dual bolt pattern, \$100. 260-289 standard crank cores, \$40. Grands four-speed with O.D., \$150; 1963-66 wire wheel covers, no center caps, set of four, \$150; 1966 power steering pump, V8, \$70. Roger Kosecki, 3201 Church St., Saginaw MI. 989-753-2686. 191099

Parting Out 1963 Falcon convertible minus engine, minus transmission and minus rear end. V-8 car, minimal rust--all or part--clear title. Steve 360-430-0143. WA. 191019

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129, \$3,500. 1970 Boss

CLASSIFIED

302 heads: cast #DoZE 6090 A, \$1,600 1970 351 Cleveland 4V closed chamber heads: cast #DoAE, \$800. 1971 351 Cleveland 4V closed chamber heads: cast # D1AE \$800. 1973 351C 4BL open chamber heads: cast #D3ZE; fresh, \$800. 351C 4BL Exhaust manifolds one pair, \$450. 1961 390 tri-power set up \$1,850 1969 428 CJ motor, \$7,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 289: crankshaft \$150; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 1967 289 heads: cast #C6AE, dates 7D18 & 7E2 \$200. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 1968-70 428 CJ parts & 429 CJ parts. Please call Keith Litteken, 314-480-2556 or email kslitteken@aol.com. MO. 191003

Parting 1960-65 Falcons. Mechanical parts, trim, seats and bumpers. 1960-63 front bumper core, \$125; with brackets and lights, \$200. 1960-63 rear bumper core. \$125; with brackets, \$200. 64-65 Front bumper core \$125 with brackets and lights \$200. 1964-65 rear bumper core, \$125; with brackets, \$200. 289 engine block, two heads, eight pistons, four cranks, \$100. 302 with C6 transmission, \$500. Four wheels, four hole, 14", \$25 each; \$80 for all four. Two Ford Granada spindles, \$125. Two Ford Granada spindles complete with rotors, \$250. Eight-inch rear end drum to drum, \$125. Eight-inch rear end housing and gear, drums, \$100. 1964-65 Falcon Futura hardtop, two-door Sedan/Wagon front bench seat upholstery, \$250. Kevin, 830-708-9293 or Georgia.hicks@sbcglobal.net. Devine, Texas. 190923

PARTS FOR SALE

continued from page 26

1960-67 Falcon Wagon/Sedan Delivery tailgate cranks with keys, single action gate, good used to NOS, \$195 to \$450. 1966-70 Sport Coupe vinyl top trim two pieces, rare, good driver quality, \$125 for set; Econoline horn buttons, \$35 each, one left. 1964-65 horn buttons, nice chrome, \$25-50 each; '63 taillight lens, 1 pair, w/back-ups, Glo-Brite, NORS, \$80 for the pair; Used 65 taillight lens, all four styles, \$150-\$200 per pair. NOS Falcon parklight lens, pairs, 1960: \$40, 1962-63: clear, \$40, amber, \$25, 1966-67, \$75. 1964 Futura Horn rings, driver quality to very nice, \$60-\$175. 1964 NOS taillight lens, no backups, \$90 a pair; w/back-ups \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-61 Comet dash clusters, two to choose from, very nice chrome, \$195. '62-63 Futura 13" wheel covers, \$40-\$100 per set; '62 Futura front fender spears, good

driver quality chrome, \$175-\$300 per pair; 1963 mid-model/custom front fender spears, three sets of good to very good driver quality, \$100-\$200 per set. New six-cylinder header set, fits a 1966-70 engine bay, \$395; four-bbl. manifolds OEM Ford, C6OE, \$125. (two available), C4OE \$395. '64-65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. Three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. Body Parts: '60-70½ doors, fenders, hoods, trunk lids, Two 1963-65 hardtop tops. What do you need? We have a collection of over 30 years of Falcon and Comet parts. Please contact Lenny at Kellogg's Garage, lenkellogg@lpbroadband.net, 970-593-1964 or visit our website www.kelloggsgarage.com. CO. 190921

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75, doors, \$75; grilles, \$150 to \$800; headlight buckets, transmissions, motors, radios, carburetors, interior/exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts for \$25,000 or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522; jlwbranson@mail.win.org. 191099

PARTS WANTED

I have a 1963½ Sprint with the 260 V8 engine and Ford-o-matic C2 transmission. I am looking for a good Ford-o-matic C2 transmission, complete with the flex plate and torque converter. If you have one or know where one can be found, please let me know. John Chatten, 812-294-1820 or falconranch2@gmail.com. IN. 191002

Looking for a front bench seat that will fit a 1963 Futura convertible. Upholstery condition immaterial. I just need a solid frame that is square and that can be recovered. David Barber, Trussville, AL; 205-531-3375 or barberd@jccal.org. AL. 190999

WANTED: 289 Hi Po San Jose built 4 speed radiator, Top tank is stamped **C4ZE W-MO G2 2-65 3939-S** fuel pump, I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also DoOF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 191003

WANTED: Falcon 289 HiPo Exhaust Manifolds; 1965 Falcon Wagon S.S. roof mouldings. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190907

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Please send your photos and/or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thank you!

Please send any magazine comments or suggestions to editor@falconclub.com.

HOW TO ADVERTISE IN

THE NATIONAL *Falcon* NEWS

GENERAL CLASSIFIED ADVERTISING INFORMATION

- Please include your name, location and FCA number.
- Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

For **FALCONS FOR SALE** ads, please include:

- **Vehicle description:** year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your Falcon.
- **Asking price:** Examples: \$8,500; \$3,600 OBO
- **Contact information:** Your name, email address and/or phone number (888-555-5555) and your two digit state code (Example: Michigan = MI).

For **PARTS FOR SALE** ads, please include:

- **Description** of item
- **Asking price**
- **Contact information** as above

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Ad size: 2.4125 inches x 1.3785 inches.

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Send ads and photos **by email** to editor@falconclub.com.

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Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested.

The FCA reserves the right to refuse advertising from any person or business.

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